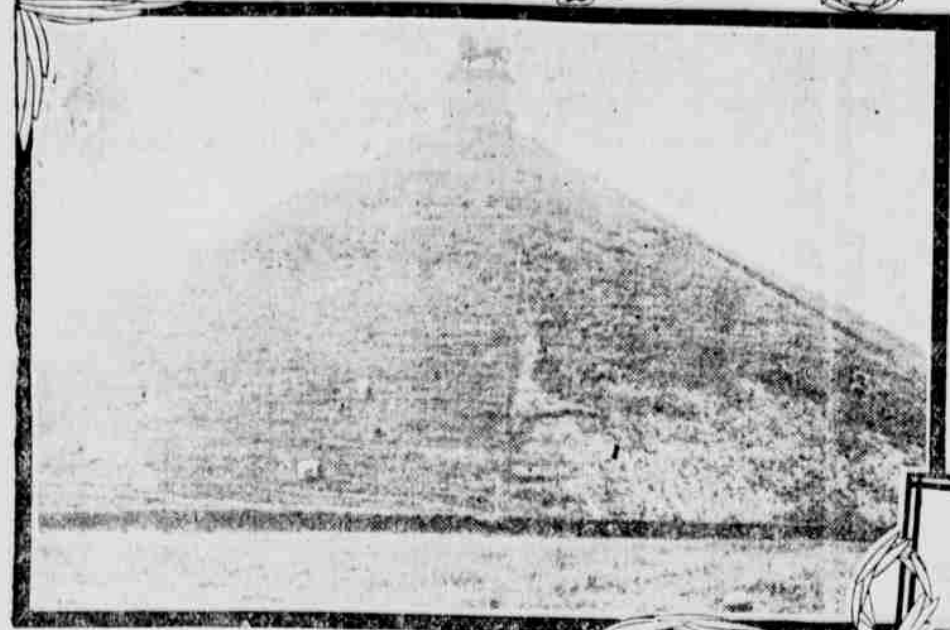


Famous Battle Grounds of Europe



Monument in the Field of Waterloo, Belgium. Napoleon Received his First Defeat here on June 18, 1815.

The Present Conflagration in Europe Recalls Earlier Struggles for Supremacy On Plains Long Since Historic for the Blood That Was Shed Upon Them.

BY A. R. PARKHURST, JR.

SCATTERED throughout the Old World are many historic battlefields to which those living nearby point with pride as they tell tourists of the stirring deeds of valor that were there performed. Each has its pet tradition, and the guides to these blood-stained spots never tire of telling how warriors of old there won their spurs, fought, bled and died for the flag under which they battled.

Among these historic battlefields might be mentioned Waterloo, where the allied armies commanded by the Duke of Wellington and Blücher were opposed by the French, led by Napoleon; Creecy, where the French were again defeated by the English; the Plateau of Jena, where the French retrieved their earlier losses by defeating the Prussians; and the field of Colombey-Neuilly, where, in 1870, the Prussian colors finally triumphed over the tri-color of France.

Historians, novelists and poets have recorded the valorous deeds here done and sung the praises of the valiant warriors who led their forces in battle array. Romance has been interwoven with the sterner realities of war, and those of us who peruse our histories are thrilled by the vivid word-pictures of the titanic struggles that have taken place. Yet, after all, as we today turn to the pages of our newspapers and read with absorbing interest the dispatches that are flashed beneath the sea from the Old World, telling of the millions of men that are grouped beneath the standards of Germany and Austria-Hungary on the one side, and England, France, Russia, Belgium, Serbia and Japan

on the other, those earlier struggles pale into insignificance. Those earlier battles involved thousands, while today a single army corps of any one of the opposing armies number more, perhaps, than all engaged in the previous battles. Where hundreds were killed before, the losses of the war now racing total hundreds of thousands. For such is modern warfare in a period where civilization, supposedly, is at its height.

Battle of Waterloo.

Forty years have elapsed since those battles between France and the Germans were fought on French and Belgian soil. The struggle now being waged covers much of this same territory, only where decisive battles of the earlier invasion were fought to a finish on a single plain, such as at Waterloo and other historic spots, the battle line of today stretches for a distance of 200 miles and over every inch of this line vast army corps face each other and the roar of cannon, the shriek of shell and the crash of steel are intermittently heard. As the opposing hosts pause long enough to pick up their dead and care for their wounded an appalling list of casualties is each day recorded. This is the price Germany's War Lord is willing to pay, or exact, to make good that ominous declaration attributed to him: "I shall be proclaimed the ruler of the world, or go forth into exile."

When the forces of the Kaiser sought to batter their way through Belgium and reach the plains of Waterloo it was generally believed that the decisive battle of this struggle would there be fought. In a measure he succeeded, although the invading host reached such vast proportions that the German line stretched miles and miles beyond the objective point. Here it was that the allied armies of England and Prussia met that of France, commanded by Napoleon. No spot in the world takes rank over Waterloo from a historical viewpoint for here it was that Napoleon's flaunting colors were lowered in defeat, a defeat which led to his exile and lonely death on the bleak and barren island of St. Helena.

Although its name fills page after page of the world's most important history, Waterloo is nothing but a tiny village spread out on the plains of Belgium, in the Province of Brabant, nine miles southeast of Brussels. It was on June 18, 1815, that the Duke of Wellington and Blücher met the French under Napoleon and rocked the conqueror's hitherto wonderful army machine to its foundation. On the scene of this struggle a huge mound has been thrown up upon the crest of which is a mammoth lion of bronze. Waterloo is still one of the show places of Europe, and no doubt

when the present conflict has been brought to a close an added interest will surround it, for no doubt exists that the Battle of Waterloo of today will make that of 1815 appear in the light of a mere skirmish when comparative figures of the lives sacrificed have been gathered and totaled.

History Repeats Itself.

In scanning the daily reports from the war zone of today frequent mention is made of the Army of the Meuse and the Army of the Moselle, two mighty wings of the Kaiser's forces that joined and battered so long and ardently against the heroically held fortresses commanded by the sturdy little Belgians. It was near this same battle line that the bloody battle of Colombey-Neuilly, more commonly called the Battle of Courcelles, was fought. There was no battle in the Franco-Prussian war of 1870 which instilled more confidence into the French troops than that at and near Colombey, a small village in long-lost Lorraine, four miles east of Metz, the capital. Although defeated and forced to retreat to the cover of the forts at Metz, the French supposed that the

long chain of German victories had been broken. The French losses at Colombey, sometimes known as the Battle of Colombey-Neuilly, or Colombey-Borny, or just Borny, for some of the sharpest fighting occurred at a village by that name, were 3,500, while the Germans left 4,800 men dead on the field.

Germans Gain Victory.

The French army was in and around Metz, and the Germans occupied positions east of them with outposts well to the front. On the 14th of August the Germans moved forward and took a ridge between Colombey and Borny, held by the French. A general battle resulted. The German lines began to waver and their commander sent a peremptory order for the Prussians to retreat. This order, fortunately for the Germans, was ignored, and instead of being defeated, the Germans turned the day into a partial victory.

This same battleground is still stained with the blood of the countless hundreds who have fallen in the present struggle, and while only four army corps were engaged in the Franco-



Plateau of Jena—A Victory won gained here by the French under Napoleon over the Prussians and Saxons under Prince Blücher on Oct. 14, 1806.



Battlefield of Creecy, France. At this place on August 26, 1476, the English under Edward III defeated the French army.

English troops were entrenched. With out hesitation, King Philip, at the head of his 38,000 troops, marched on the English force of some 20,000. All day long mailed knights hurled themselves against each other while archers kept up a deadly fire.

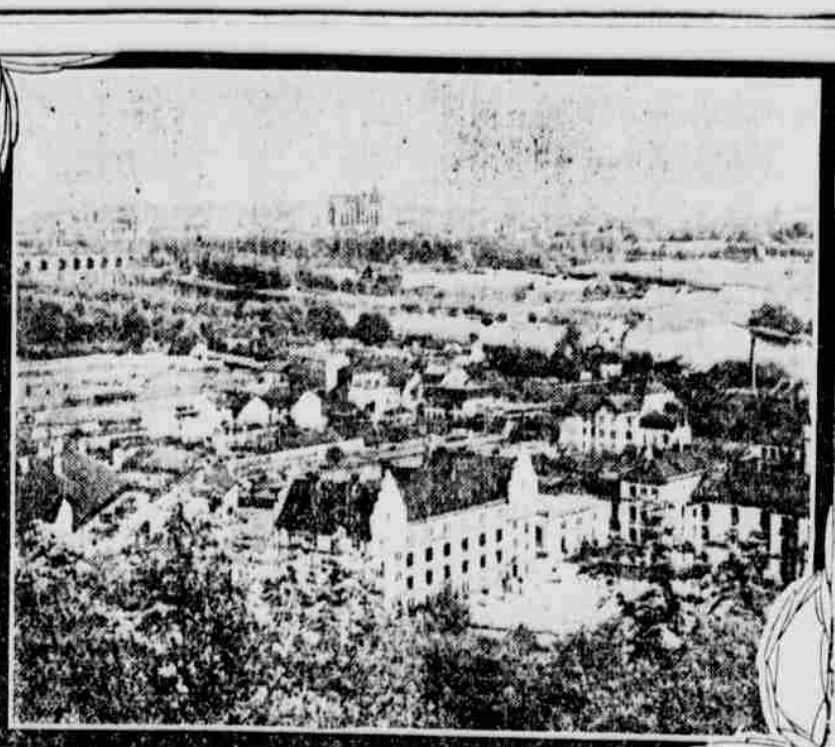
A conspicuous figure in the fighting was the Prince of Wales, called "the Black Knight." So daring were his tactics that several knights went to the King and told him to warn the young Prince against such daring. Edward answered them proudly: "Let the boy win his spurs."

The population of Creecy is only 1,500.

It was only forty-four years ago that the world famous battle of Sedan was fought, a historic spot within a few hours' ride of the line of battle of today, and not far from Colombey-Neuilly, where MacMahon, having been defeated by "Unser Fritz" at the battle of Metz, had retreated to Sedan, where, on August 29, he turned at bay with 150,000 men against the King of Prussia, the Crown Prince of Prussia and the Crown Prince of Saxony with 250,000. The great battle began at 5 o'clock in the morning of September 1; by 1 o'clock that afternoon it had reached the height of its fury and by 4 o'clock "Unser Fritz" announced that the Germans were completely masters of the field. The next morning the Emperor of the French, in an autograph note to King William, surrendered with his entire army and he was sent to Germany a prisoner of war.

Sedan was chiefly an artillery battle, in which the Germans had 600 and the French 500 guns. The Germans lost 2,000 officers and men. The French lost 3,000 killed, 14,000 wounded and 21,000 prisoners in battle, and 83,000 surrendered the next day. The Germans took 419 field guns, 139 fortress guns and 66,000 rifles.

It is this struggle, those who claim to know, assure that the Kaiser hopes to repeat. Will he succeed? That is the question the entire world awaits.



Battlefield of Colombey-Neuilly, France. The German army under Steinmetz checked the French under Bazaine on August 14, 1870.

co-Prussian engagement, upwards of a million men battled here for supremacy in the titanic struggle of today.

Jena.

The Plateau of Jena is another spot replete with historic interest for not only was one of the world's most memorable battles fought there, but its surroundings are closely linked with the memories of Goethe, Schiller and Martin Luther. Jena is located in the central part of Germany, and on this plateau Napoleon achieved one of his most notable victories. The ruins of the old fortresses laid to waste by the "Little Corporal's" troops are one of the sights first pointed out to American tourists. On October 14, 1806, Napoleon at the head of his army met and routed the Prussians under their King and Prince Hohenlohe. The Prussians left 20,000 dead and wounded on the field, while nearly as many of their number fell into the hands of Napoleon as prisoners of war. The French casualties totaled 14,000. From here Napoleon at once advanced to Berlin, where he issued the Berlin Decree.

Next in interest to the fortifications and ramparts are the many monuments that have been erected to famous men, and the Black Bear Inn, where Martin Luther stopped while in flight from Warburg. There are many ancient and historic castles about Jena, which in itself is but a town of about 21,000 population.

Battle of Creecy.

Creecy, a small town in the North of France, is the scene of the famous battle which occurred on August 26th, 1476, between the English, under Edward III, and the French, under King Philip VI. After fighting from early morning until midnight the French army was almost annihilated. It is said that cannon were used with great effect for the first time during the conflict.

The town is in the Department of Somme, twelve miles northeast of Abbeville, on the bank of the River Maye. On the forward slope of the town the

Military Motor Cars and Aeroplanes in Active Service



Aeroplanes of the French Army.



A Distinctive Type of Hydroplane.

Novelties for Warfare That Will Have Much To Do With the Outcome of the Present Conflict—Aeroplanes Versus Dirigibles—Automobiles for Transport and As Gun Carriages.

BY WALDON FAWCETT.

THE predicted has come to pass. The present deadly conflict in Europe and the Orient is in every truth a war in the air and is being carried on in heretofore unimagined ways. The dove of peace has been driven from the Old World by a very modern war eagle and the locomotive has been, in a sense, displaced by trackless engines of destruction. Moreover, these twentieth century wonders, the airship and the military motor car—novelties which will play a prominent part in deciding the death struggle of the nations—are, in partial application, closely linked with that other latter-day marvel, wireless telegraphy. Together they serve to make this clash of arms a struggle without a parallel in the history of the world.

A Picturesque Touch To Tragedy.

From the very outset of the war the automobiles and the sky warriors of the combatants have added a picturesque touch to tragedy. Could anything be more terrifying than the spectacle of a night attack such as was made upon Antwerp with bombs dropping from the clouds, as it were, upon a sleeping city. Or again, witness the panic that followed the quick



Portable Shelter for Aeroplanes.



Motor Transport Car Used by French Army.

least birds is sharply drawn because France has pinned her faith to the aeroplanes, whereas Germany, with a persistence worthy of the race and at a staggering cost, has given her allegiance to the monster gas bags commonly known as Zeppelin airships.

As with most things, each type has its advantages and disadvantages. In neutral countries, such as the United States, where the outcome of this partitioning is awaited with keenest interest, there is a general sentiment among military men to the effect that the aeroplane is preferable to the ponderous Zeppelin, which may come to grief if a shot strikes the great gas bag which is supposed to constitute a conspicuous target. But then, in considering this preference, it is only fair to remember that the idea of most American officers with respect to the use of flying machines in warfare is that these cloud-climbers be used primarily if not exclusively for scouting purposes. The Germans, on the other hand, as has been clearly shown, have an ambition to use sky vehicles for bomb dropping, and it might even be ventured to employ Zeppelins to transport small bodies of troops under exceptional circumstances.

Much the same divergence of opinion prevails with respect to the use of motor cars in warfare. Practically all nations are agreed that the motor truck has its place in the transport machinery of the modern field force, but there is no like unanimity of opinion to the effect that motor-propelled artillery is worth while. And yet the results of the present war seem to indicate that there are circumstances when it is mighty convenient to have motors that will rush field guns into action and will even bring up siege guns on the "double quick." However, the rapid advance of the German army in the initial campaign of the war is declared to have been made possible by the extensive employment of motor vehicles. By means of their tractors and their heavy guns mounted on wheels of the "caterpillar" type (familiar in American farm machinery) the Germans were able, for the first time in the history of modern warfare, to rely to only a very limited extent upon the railroads.



Wireless Telegraph Car.

novelties, who are responsible for that combination of the auto and the aero which may be said to rank as the "last word" in military progress. While the Germans were pinning their faith to giant Zeppelins, each sheltered in a permanent building at a "base" on the frontier, the French evolved a specially designed motor truck which will transport an aeroplane from place to place, thus imparting a new element of mobility to the aerial defense. And to make the arrangement complete each aeroplane truck carries a tent or hangar, which can be quickly erected as a shelter for the bird of war after it has been unloaded from the special conveyance. France has more than a dozen of these special motor trucks for carrying aeroplanes. Carrying out the same idea, all the leading European nations now have arrangements whereby aeroplanes and hydroplanes—naval counterparts of military aeroplanes—may be carried on warships and launched from their decks upon their flights of observation.

The Cost Of The New Warfare.

Although aerial and automobile warfare is but just finding its first exemplification of any magnitude in the world-wide war now in progress a colossal expenditure has been made by all the great powers in preparation for this latest form of combat. The reader may be forgiven if he is all but incredulous of the statement that during the past five years the governments of the world have expended the sum of \$100,000,000 for aeronautical work. However, detailed statistics just compiled by American army officers show that this is the total to date, and ere the present war is finished vast additions will probably have been made to this sum. And this takes no account of the expenditures during the same time for automobiles, the purchase of motor cars being distributed among so many branches of the military and naval service that it has been found impossible to compile accurate comprehensive statistics.

Relative Strength of the Nations.

And how do the different European



Learning to Shoot at Aeroplanes.

and Turkey, two dirigibles and fifteen aeroplanes. For the sake of comparison it may be of interest to add that the United States government, which boasts not a single dirigible, has fifteen military aeroplanes and five naval aeroplanes. However, in the United States, as in France, there are about 1,000 private aeroplanes which could be pressed into the service of the nation in time of need.

Wireless Telegraphy Automobiles.

Wireless telegraphy used in connection with automobiles and aeroplanes figures conspicuously in that technical "team work" which makes for modern military efficiency. Easily the most advanced practice in this sphere is found in the automobile wireless outfit, which consists in each instance, a wireless station on wheels. By means of these portable radio stations all the paraphernalia of electrical communication without wires may be speedily whisked from place to place and as soon as the telegraph mast which is part of the outfit can be extended and erected the operators can go to work sending and receiving messages.

Automobile wireless sets such as those in use by the Belgian and French armies have a radius—that is, a sending range of 225 to 250 miles, and the electricity for the operation of the set is generated by the motor of the car. It can readily be realized that where contending armies are clashing, as in the present war, along far-flung battle lines these powerful automobile wireless sets are of infinitely more value than the pack and sets and cart sets upon which the military had to depend ere it was discovered that the motor car could be "hooked up" to a wireless outfit.

Motor cars are also being employed to a considerable extent by the fighting Europeans as army ambulance and their advantages for this service are numerous. Especially is the motor ambulance superior because it enables the conveyance of wounded soldiers to hospitals in the shortest possible time and thereby renders it possible in many instances to save lives that would be sacrificed if there were delay. Powerful searchlights mounted on motor trucks constitute another innovation now receiving its baptism of fire.